DEPARTMENT OF THE NAVY
NAVAL AIR SYSTEMS COMMAND
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS
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Canc frp: Jul 01
IN REPLY REFER TO
NAVAIRNOTE 5200
AIR-1.1.3D
21 Jul 00

NAVAIR NOTICE 5200

From: Commander, Naval Air Systems Command

Subj: PROGRAM PLANNING DOCUMENT FOR MARITIME PREPOSITIONING SHIPS AVIATION SUPPORT EQUIPMENT (MPS/ASE) PREPOSITIONING PROGRAM

Ref: (a) NAVAIRINST 5200.14C
(b) Chief of Naval Operations Maritime Prepositioning Ships Support Equipment Management ltr, Ser 514E/3U40 3704 of 9 September 1983

Encl: (1) Program Planning Document for Maritime Prepositioning Ships; United States Marine Corps Aviation Combat Element, Program Concepts and Responsibilities
(2) Notional MAGTF ACE Mix

1. Purpose. To forward a revised Program Planning Document (PPD) for subject program.

2. Cancellation. This notice supersedes NAVAIR Notice 5200 of 2 December 1998.

3. Information. The scope and objectives of the Program Planning Document (PPD) are outlined in reference (a). Reference (b) outlines the management responsibilities for Maritime Prepositioning Ships, prepositioned support equipment. The PPD is a basic policy and planning document, published by Naval Air Systems Command (NAVAIR), that provides direction and guidance necessary for the development, procurement, operational, and logistical support of Navy Weapon Systems. It is designed to present, in one document, the approved Chief of Naval Operations (CNO)/Commandant of the Marine Corps (CMC)/NAVAIR plan for a given program. Message corrections are issued to the basic PPD when urgency dictates. Since a PPD provides guidance concerning large expenditures of financial resources, accuracy and currency are of considerable importance. It is, therefore, necessary to ensure that the PPD presents a viable, useful plan.

4. Action. Weapon Systems management is a dynamic process that requires constant monitoring. Enclosures (1) and (2) reflect the latest approved program, and an ongoing review for accuracy and content is requested. Recommendations for revision that require financial resources must first be approved by the appropriate PEO/CNO sponsor. Other recommendations for revision should be forwarded to NAVAIR, Program Management, Procurement Process Management and Weapon Systems Planning Division (AIR-1.1.3). Negative replies are not required.

5. Cancellation Contingency. This notice remains in effect until superseded.

R. A. MARTIN
By direction

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NAVAIRNOTE 5200
21 Jul 00

PROGRAM PLANNING DOCUMENT

MARITIME PREPOSITIONING SHIPS AVIATION SUPPORT EQUIPMENT PREPOSITIONING PROGRAM

Encl (1)

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LIST OF ACRONYMS AND ABBREVIATIONS

A/C	Aircraft
AAI	Activity Assets Identifier
ACE	Aviation Combat Element
ACM	Air Contingency MAGTF
AM-2	Airfield Matting Plates
AMC	Air Mobility Command
AMMRL	Aircraft Maintenance Material Readiness List
AM-Z	Airfield Matting Plates
AS	Aviation Support
ASE	Aviation Support Equipment
AWSE	Aviation Weapons Support Equipment
CCSP	Common Contingency Support Package
CINC	Commander-In-Chief
CMC	Commandant of the Marine Corps
CNO	Chief of Naval Operations
CNTF	Commander Naval Task Force
COMARFORLANT	Commander, Marine Forces Atlantic
COMARFORPAC	Commander, Marine Forces Pacific
CRAF	Civil Reserve Air Fleet
CSE	Common Support Equipment
EAF	Expeditionary Air Field
FE	Facility Equipment
FF	Flight Ferry
FIE	Fly-in Echelon
FISP	Fly-in Support Package
FW	Fixed-Wing
FWD	Forward
"I"	Intermediate (Level of Maintenance)
IMA	Intermediate Maintenance Activity
IMRL	Individual Material Readiness List
IPT	Integrated Product Team
JTF	Joint Task Force
LAMS	Local Asset Management System
MAGTF	Marine Air Ground Task Force
MAGTF(FWD)	Marine Air Ground Task Force (Forward)
MALS	Marine Aviation Logistics Squadron
MALSP	Marine Aviation Logistics Program
MAW	Marine Aircraft Wing
MEF	Marine Expeditionary Force
MEU	Marine Expeditionary Unit
MF	Mobile Facility
MMC	Maritime Maintenance Cycle
MOSKIT	Minimum Operating Strip Kit
MOSLS	Minimum Operating Strip Lighting System
MPF	Maritime Prepositioning Force

LIST OF ACRONYMS AND ABBREVIATIONS (con.)

MPS	Maritime Prepositioning Ship
MPSRON	Maritime Prepositioning Ship Squadron
MRC	Maintenance Requirement Card
MSC	Military Sealift Command
MWSS	Marine Wing Support Squadron
NAMP	Naval Aviation Maintenance Program
NAVAIR	Naval Air Systems Command
NAVMC	Navy/Marine Corps
NSE	Naval Support Element
NTF	Naval Task Force
"O"	Organizational (Level of Maintenance)
OPCON	Operational Control
PCSP	Peculiar Contingency Support Package
PMA	Program Manager, Air
PO	Prepositioning Objectives
PPD	Program Planning Document
PSE	Peculiar Support Equipment
QA	Quality Assurance
RFI	Ready For Issue
RW	Rotary-Wing
SALKIT	Supplemental Airfield Lighting Kit
SE	Support Equipment
SECA	Support Equipment Controlling Authority
SERMIS	Support Equipment Resources Management Information System
TBA	Table of Basic Allowance
TD	Technical Directive
T-AVB	Aviation Logistics Support Ship
T/M/S	Type/Model/Series
WSPD	Weapon System Planning Document

MARITIME PREPOSITIONING SHIPS MARINE AIR GROUND TASK FORCE DESCRIPTION AND COMMAND RELATIONSHIPS

1. Background. A Maritime Prepositioning Force (MPF) operation is the rapid deployment and assembly of a Marine Air Ground Task Force (MAGTF) using a combination of strategic airlift and forward-deployed Maritime Prepositioning Ships (MPS). MPF operations are strategic deployment options that are global in nature, naval in character, and suitable for employment in a variety of circumstances. As such, MPF operations provide an essential element in the conduct of national military strategy. MPF operations consist of the airlift of MAGTF and Naval Support Element (NSE) personnel, with some associated equipment, into an arrival and assembly area to join with equipment and supplies carried aboard MPS.

2. Mission

a. Maritime prepositioning provides the Commander-In-Chief (CINC) of a unified command with deployment flexibility and increased national capability to respond rapidly to a crisis or contingency with a credible force. The purpose of an MPF operation is to rapidly establish forces and support ashore for the conduct of combat operations across the operational continuum. Configuration of material aboard MPS affords a CINC an array of employment options. A MPF operation may consist of one ship, and an appropriately-sized Fly-In Echelon (FIE) such as a Marine Expeditionary Unit (MEU), or at the other end of the scale, all three Maritime Prepositioning Ship Squadrons (MPSRONs) and a Marine Expeditionary Force (MEF). A MPF is one component of the Marine Corps rapid response capability triad, which also includes an Air Contingency MAGTF (ACM) and Amphibious Ready Forces. Each component of the triad can be used separately, or integrated together, to further enhance a CINCs available options. MPF operations are economy-of-force measures that allow a deployment of an appropriate force if a crisis arises. MPF offers augmentation capability for amphibious operations, but is not a substitute for amphibious operations due to a inherent lack of forcible entry capability.

b. Considerations for Employment. The essential requirement for an MPF operation is a permissive environment that allows for the arrival and off-load of ships and aircraft, and the joining of personnel and material. Regardless of the mission assigned for subsequent operations, the following conditions are required to establish the MPF MAGTF ashore:

(1) A permissive environment from initiation of strategic deployment through completion of arrival and assembly.

(2) Adequate strategic airlift and aerial tanker support.

(3) Adequate off-load forces (i.e., MAGTF and NSE) to support the operation.

(4) Sufficient airfield space for the Aviation Combat Element (ACE) aircraft, Air Mobility Command (AMC), and Civil Reserve Air Fleet (CRAF) operations and throughput capability to support the intended airflow.

(5) Ample port/beach area for timely off-load and throughput. The port must have

sufficient water depth, adequate overhead clearance, and maneuver room to admit MPSs. Beaches and approaches must be evaluated for hydrographic supportability, as well as being swept for mines and other hazards.

(6) Suitable transportation network between the port and/or beach, airfields, and assembly areas to permit a timely arrival and marrying-up of airlifted units with sea-lifted equipment and supplies.

(7) Force protection.

3. Command Relationships

a. The MPF Commander, as the senior commander within the MPF, is responsible for establishing command relationships and the command and control structure for the MPF operation. Each subordinate element of the joint force can support, or be supported by, other elements (Joint Pub 3-0). A MPF is a temporary organization established under command of a MPF commander by a CINC. The MPF is typically comprised of a MAGTF, a Naval Task Force (NTF) consisting of a NSE and the MPSRON, and any other elements as determined by the MPF commander and subordinate commanders. Alternative MPF organizations may be required, depending on the mission. Any MAGTF is able to employ the equipment and supplies contained in the MPSRON. The Commander, Naval Task Force (CNTF) and staff originate from a standing navy organization complete with command and control capabilities.

b. The MPF commander may be a Joint Task Force (JTF) commander, subordinate unified commander, functional component commander, service component commander, or subordinate naval commander. The MPF commander is the commander delegated overall responsibility for conducting an MPF operation, and has operational command over forces assigned to the MPF as well as the authority to exercise general direction of the supporting effort. The MPF commander employs and deploys MPF forces. The following tasks are performed by the MPF commander at the direction of a CINC or other appropriate authority:

(1) Exercise Operational Control (OPCON) of all forces assigned the MPF.

(2) Issues initiating directive, if directed to do so by the CINC.

(3) Establishes command relationships within the MPF.

(4) Designates the time to commence movement of the MPSRON and the FIE.

(5) Coordinates disposition instructions for forces upon completion of the MPF operation.

(6) Coordinates intelligence collection requirements for the MPF, processes intelligence information, and disseminates intelligence to subordinate commanders.

(7) Designates the Force Protection Officer, establishes a Force Protection Operations Center, and assigns force protection requirements to the various elements of the MPF.

Also undertakes functions as the Landward Security Officer or Seaward Security Officer when, appropriate.

4. Concept of MPS Aircraft Support

a. Each MPS contains tailored organizational-level ("O" level) common support equipment (CSE), peculiar support equipment (PSE) and minimal intermediate-level ("I" level) CSE to support each ACE's pre-assigned mix of Type/Model/Series (T/M/S) aircraft. When deployed, each ACE will provide tactical air support for a MEF Forward (FWD) size MAGTF. Each MAGTF will have the capability for independent deployment or, if the situation dictates, the ability to join up and be composited to form a larger amphibious force.

b. ACE fixed-wing (FW)/rotary wing (RW) aircraft will be Flight Ferried (FF) directly to the theater of operations supported by either Marine organic or Air Mobility Command (AMC) aerial tankers and cargo aircraft. The remainder of the FIE will be flown into the theater of operations via Marine organic or AMC/Civil Reserve Air Fleet (CRAF) aircraft and will include: squadron personnel (i.e., maintenance and support crews), a representative T/M/S Fly-in Support Package (FISP) contained in Mobile Facilities (MFs), "O" level Individual Material Readiness List (IMRL) items (i.e., non-custody coded items (N-coded)), and minimal custody-coded IMRL items required for initial aircraft servicing operations (i.e., debarkation, recovery, staging, reassembly, and servicing).

c. Upon arrival and off-load of MPSs, each tactical squadron assigned to the MEF (FWD) ACE, will "link-up" and take custody of the remainder of the CSE/PSE required to operate and maintain their respective T/M/S aircraft. Each MPSRON contains a tailored IMRL for each T/M/S aircraft assigned to the MEF (FWD) ACE, which is comprised of IMRL custody coded-coded items P, L, and M. When the IMRL loaded aboard MPS is linked up with the aviation support equipment (SE) transported into the theater of operations via the FIE, it comprises all CSE/PSE required to operate each T/M/S aircraft during the first 30 days of combat.

d. Each MPSRON also includes minimal FW and RW facility equipment (FE) contained in MFs. This FE, or "I" level CSE, is used to support "I" level maintenance functions common to FW and/or RW aircraft (tire/wheel build-up, battery maintenance, and Aviation Weapons Support Equipment (AWSE)). The FE loaded aboard MPS is operated by designated Marine Aviation Logistics Squadron (MALS) personnel and is designed to support ACE aircraft until the arrival of the host MALS via an Aviation Logistics Support Ship (T-AVB). Each host MALS will deploy with tailored "I" level CSE (Common Contingency Support Package (CCSP)), required T/M/S custody-coded E items and a Peculiar Contingency Support Packages (PCSP) required by each T/M/S aircraft the MALS is designated to support. Upon the establishment of the host MALS in the theater of operations, each MEF (FWD) ACE will be capable of sustained combat operations.

e. Expeditionary airfield (EAF) equipment is included in each MPSRON to support FW and RW aircraft. The concept of employment is to spreadload EAF equipment among each MPSRON ship, giving each ship a core capability of airfield lighting, expeditionary arresting gear and AM-2 matting. Combining the assets of all three ships gives the ACE commander arresting gear, optical landing systems, runway/taxiway lights and 1.5 million square feet of

AM-Z matting. These assets can be used to either enhance an existing airfield or for the construction of a complete EAF. The EAF equipment aboard MPS is installed, operated and maintained by designated Marine Wing Support Squadron (MWSS) personnel and is configured to support ACE aircraft until the arrival of the host MALS. Establishment of the host MALS in the theater of operations gives the MEF (FWD) ACE a sustained EAF capability.

5. Concept of Prepositioning SE Aboard MPS. NAVMC 2907 MPS Prepositioning Objectives (PO), provides an annually updated listing of all SE, by AAI, embarked among the three MPSRONs. Through tailoring based upon Support Equipment Resource Management Information System (SERMIS) employment data, each AAI is optimized to minimize FIE/FF strategic airlift requirements. During the annual MPF Tailoring Conference, actual MPS SE AAI inventory data is presented to CMC (Code LPO) for inclusion in NAVMC 2907. While developing MPS T/M/S IMRLs the following basic guidelines are utilized:

(a) MPS Prepositioned T/M/S Equipment and FE/SE shall include: All T/M/S IMRL items identified by P, L or M IMRL custody codes should be considered for prepositioning. Exclusion: IMRL L-coded assets that do not maintain the required level of accuracy during the prepositioning period (36 months), are excluded from prepositioning aboard MPS.

(b) FF/FIE ASE (lead/trail maintenance) shall include:

(1) All N-coded IMRL (non-custody coded).

(2) P, L or M coded items required for initial aircraft servicing operations (i.e., debarkation, recovery, staging, reassembly, and servicing).

(3) All classified IMRL.

(4) All IMRL L-coded assets not prepositioned aboard MPS due to calibration incompatibility (see para. 5.a above).

(c) Host MALS SE (airlifted/T-AVB) shall include:

(1) Common Contingency Support Package (CCSP). Each host MALS assigned to support the contingency shall be comprised of all SE required to support the assigned aircraft mix as well as the common E-coded items, and is complementary to prepositioned SE.

(2) Peculiar Contingency Support Package (PCSP). Each host MALS shall also deploy with each T/M/S PCSP for the aircraft it is designated to support. Included in the PCSP will be the peculiar E-coded IMRL items.

(d) SE. Following these guidelines provides tailored packages of SE prepositioned aboard MPS that, when combined with SE embarked aboard the FF/FIE, and T-AVB will comprise all SE required to sustain combat operations.

(e) IMRL. A tailored IMRL represents the intended SE to be embarked aboard MPS; however, due to fiscal restraints and inventory shortfalls, attaining this Prepositioning Objective

(PO) is seldom achieved. Therefore, upon completion of each ships Maritime Maintenance Cycle (MMC), T/M/S and FE AAI Local Asset Management System (LAMS) inventory and deficits reports are electronically disseminated to COMMARFORLANT/PAC for redistribution to fleet activities. If an item planned for embarkment aboard MPS is not aboard ship, and it is necessary for maintenance/support operations during the first 30 days of a contingency, it should be planned for inclusion in the FIE/FF.

6. Concept of Prepositioning EAF Aboard MPS.

a. NAVMC 2907 MPS Prepositioning Objective (PO) provides an annually updated listing of all EAF equipment embarked among the MPSRONs. Through tailoring actions performed by MEF and Marine Aircraft Wing (MAW) EAF personnel, and based upon Table of Basic Allowances, each MAW is optimized to minimize FIE/FF strategic airlift requirements. During the annual MPF Tailoring Conference, actual MPS EAF inventory data is presented to CMC (LPO) for inclusion in NAVMC 2907. The following basic guidelines should be used when tailoring EAF equipment:

(1) EAF equipment shall be spreadload across three to four ships, within each MPSRON, with each ship having a core capability.

(2) M-21 arresting gear systems aboard MPS shall be supported by a 30-day contingency support package.

(3) EAF lighting aboard MPS will consist of Minimum Operating Strip Lighting System (MOSLS). Each ship that contains EAF capability shall have one Minimum Operating Strip Kit (MOSKIT) and one Supplemental Airfield Lighting Kit (SALKIT). Provisions should be made for periodic recharging of MOSLS batteries.

b. Three revetment kits, one kit per ISO Container, will be available for MPSRON II. Load one kit per each MPS ship containing EAF capability. Container space recouped from EAF lighting changes or revetment adjustments should be filled with AM-2 matting flatracks, making up for matting shortfalls.

7. Prepositioned SE and EAF Management Responsibilities. In conjunction with OPNAVINAT 4790.2G, the following responsibilities are required to maintain MPS ASE/EAF assets in a Ready-For-Issue (RFI) material condition and proper configuration status.

a. CMC (A) shall:

(1) Jointly, with Chief of Naval Operations (CNO) N3/N5/N8, be responsible for the Navy-funded, less class V(A), Aviation Support (AS) portion of the MPF program.

(2) Identify to NAVAIR (AIR-1.0):

(a) The aircraft mix by T/M/S for each MAGTF (FWD) ACE for which MPS Aviation Support (AS) is to be provided.

(b) The EAF capability for each MEF (FWD) ACE for which MPS EAF is to be provided.

(3) Coordinate with Military Sealift Command (MSC) to ensure NAVAIR (AIR-1.0) is provided with MP Maintenance Cycle (MMC) schedules.

(4) Identify to NAVAIR (AIR-1.0/PMA260) T/M/S plans for each MPS ship.

(5) Initiate, prepare, distribute and maintain Memorandums of Agreement/Inter-service Support Agreements that further define/augment the responsibilities set forth in the MPS SE and EAF Program Planning Document (PPD).

(6) Identify to NAVAIR (AIR-3.1B.2) projected exercises involving the off-load of MPS SE and EAF equipment.

b. NAVAIR shall be responsible for ACE SE/EAF management for the MPF Program including the following responsibilities:

(1) Acquisition and Operations, Program Support Department (AIR-1.0) shall. Prepare and distribute the MPS SE PPD and changes as appropriate.

(2) Logistics Management Department (AIR-3.0) shall:

(a) Per OPNAVINST 4790.2G, develop procedures to identify, track, and manage technical directive (TD) incorporation for MPS ASE.

(b) Per OPNAVINST 4790.2G, implement changes to Maintenance Requirement Cards (MRCs) as deemed necessary for preservation, packaging and calibration to correct discrepancies in material condition noted during an MMC.

(c) Establish depot calibration schedules for SE requiring calibration during a MMC.

(d) Provide for the inspection, repair and recertification of all MPS Mobile Facilities (MFs) identified in the Table of Basic Allowance (TBA).

(e) Provide maintenance, inspection, repair services and material support for MPS SE, during the MMC and upon MPS reconstitution following downloads (contingencies and exercises).

(f) Perform SE rework functions per NAVAIRINST 13650.1.

(3) Program Manager, Air (PMA260), Aviation Common Support Equipment shall:

(a) Perform Support Equipment Controlling Authority (SECA) functions for MPS SE, per NAVAIRINST 13650.1.

(b) Procure and replenish CSE required for the support of MPS SE Program.

(c) Provide to HQMC (ASL) as required annually, an updated MPS ASE allowance, inventory and deficit data for inclusion in NAVMC 2907.

(4) Weapon System Program Manager responsibilities are outlined as follows. Each of the below listed PMAs is responsible for the procurement and replenishment PSE required for the support of MPS SE Program.

Program Manager	Weapons System
PMA265	F/A-18
PMA257	AV-8
PMA234	EA-6B
PMA207	KC-130
PMA261	CH-53
PMA275	MV-22
PMA276	H-1
PMA226	CH-46

(5) Program Manager, Air (PMA251), Aircraft Launch and Recovery Equipment shall:

(a) Perform contracting functions for MPS EAF equipment.

(b) Provide annually, an updated MPS EAF allowance and inventory data for inclusion in NAVMC 2907.

(c) Procure CSE and replenish PSE required for the support of MPS EAF Program.

c. Blount Island Command (923), Aviation Management Support Branch shall:

(1) Provide contract administration oversight (i.e., serve as Field Project Officer to NAVAIR for contracts awarded for ASE and EAF support of the MPS Program) and monitor CFT or other designated contractors. Perform and serve as the government Quality Assurance (QA) agent by performing acceptance/rejection inspections of ASE products/services in support of the MPS Program.

(2) Respond to PMA260 SECA directions regarding management of aviation SE.

(3) Utilize the Local Asset Management System (LAMS) to execute responsibilities for SE asset management and reporting in accordance with NAVAIR 13650.1 series.

TOTAL MPS MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT

DATE PREPARED
21 Jul 00

TYPE OF AIRCRAFT	CY 2000		CY 2001		CY 2002		CY 2003		CY 2004		CY 2005		CY 2006		CY 2007	
	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP
F/A-18A/C	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72
F/A-18D	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
KC-130F/R/J	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
CH-46E	36	36	36	36	36	36	24	12	12	12	12	12	12	12	12	0
MV-22B	0	0	0	0	0	0	12	36	36	36	48	48	48	48	48	60
CH-53E	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
CH-53D	24	24	24	24	24	24	24	16	16	16	8	8	8	8	8	8
EA-6B	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
AH-1W/Z	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54	54
UH-1N/Y	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
AV-8B	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48	48
TOTAL:	**396**	**396**	**396**	**396**	**396**	**396**	**396**	**400**	**400**	**400**	**404**	**404**	**404**	**404**	**404**	**404**

REMARKS:

TOTAL MPS MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT
I MEF (FWD)

DATE PREPARED
21 Jul 00

TYPE OF AIRCRAFT	CY 2000		CY 2001		CY 2002		CY 2003		CY 2004		CY 2005		CY 2006		CY 2007	
	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP
F/A-18C	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
F/A-18D	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
KC-130F/R/J	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CH-46E	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0
MV-22B	0	0	0	0	0	0	0	12	12	12	24	24	24	24	24	24
CH-53E	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
CH-53D	8	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0
EA-6B	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
AH-1W/Z	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
UH-1N/Y	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
AV-8B	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
TOTAL:	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**136**	**136**	**136**	**136**	**136**	**136**

REMARKS:

WEAPONS SYSTEMS PLANNING DATA - MARINE AVIATION LOGISTICS SUPPORT PROGRAM (MALSP) ALLOWANCE CATEGORIES/ALLOWANCES

AIRCRAFT MODEL DESIGNATION
I MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT

DATE PREPARED
21 Jul 00

ALLOWANCE CATEGORY	CY 2000				CY 2001				CY 2002				CY 2003				CY 2004		CY 2005		CY 2006	
	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	SEP	MAR	SEP	MAR	SEP
MAG-11/12/31	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA(AW)-TBD (F/A-18D)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-12/13/14	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
VMA-TBD (AV-8B)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MAG-12/14	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)
VMAQ-TBD (EA-6B)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
MAG-11/14/36	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
VMGR-TBD (KC-130F/R/J)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-16/26/29/36/39	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
HMM/VMM-TBA (CH-46E)	12	12	12	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0
MAG-16/26/29/36/39	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(12)	(12)	(12)	(12)	(12)	(24)	(24)	(24)	(24)
HMM/VMM-TBA (MV-22B)	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	12	12	12	24	24	24	24
MAG-16/26/29/36/39	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
HMH-TBD (CH-53E)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MALSE, Kaneohe, HI	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(0)	(0)	(0)	(0)
HMH-TBD (CH-53D)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	0	0	0	0
MAG-26/29/36/39	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)
HML/A-TBD (AH-1W/Z)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
(UH-1N/Y)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

NOTES/REMARKS: Definitions of the MALSP allowance categories are provided within the "General Notes".

1. For engine, airframe and component level of repair refer to specific T/M/S WSPD NAVAIRNOTE 13100.
2. An IMA with 90 days of spare parts support (AVCAL) to arrive in theater aboard T-AVB ship.
3. Tailored "O" level and limited "I" level CSE/PSE prepositioned on MPF ships. The FISP will be airlifted to the theater of operations simultaneous with airlift of maintenance personnel and remainder of "O" level CSE/PSE. See the T/M/S listing for complete list of applicable CSE/PSE.
4. MAGs listed presently provide "I" level support for the type of aircraft shown directly below them.
5. For a more detailed planning data pertaining to each aircraft, refer to the applicable WSPD NAVAIRNOTE 13100.
6. MPS MV-22 prepositioned SE for I MEF will coincide with first MEU deployment of I MEF squadron.

TOTAL MPS MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT
II MEF (FWD)

DATE PREPARED
21Jul 00

TYPE OF AIRCRAFT	CY 2000		CY 2001		CY 2002		CY 2003		CY 2004		CY 2005		CY 2006		CY 2007	
	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP
F/A-18C	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
F/A-18D	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
KC-130F/R/J	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CH-46E	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0
MV-22B	0	0	0	0	0	0	12	24	24	24	24	24	24	24	24	24
CH-53E	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
CH-53D	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0	0
EA-6B	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
AH-1W/Z	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
UH-1N/Y	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
AV-8B	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
TOTAL:	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**136**	**136**	**136**	**136**	**136**	**136**	**136**	**136**	**136**

REMARKS:

WEAPONS SYSTEMS PLANNING DATA - MARINE AVIATION LOGISTICS SUPPORT PROGRAM (MALSP) ALLOWANCE CATEGORIES/ALLOWANCES

AIRCRAFT MODEL DESIGNATION: II MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT

DATE PREPARED: 21 Jul 00

ALLOWANCE CATEGORY	CY 2000				CY 2001				CY 2002				CY 2003				CY 2004		CY 2005		CY 2006	
	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	SEP	MAR	SEP	MAR	SEP
MAG-11/12/31	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA(AW)-TBD (F/A-18D)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-12/13/14	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
VMA-TBD (AV-8B)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MAG-12/14	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)
VMAQ-TBD (EA-6B)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
MAG-11/14/36	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
VMGR-TBD (KC-130F/R/J)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-16/26/29/36/39	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
HMM/VMM-TBA (CH-46E)	12	12	12	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0	0	0	0
MAG-16/26/29/36/39	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(12)	(12)	(24)	(24)	(24)	(24)	(24)	(24)	(24)	(24)
HMM/VMM-TBA (MV-22B)	0	0	0	0	0	0	0	0	0	0	0	0	12	12	24	24	24	24	24	24	24	24
MAG-16/26/26/29/36/39	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
HMH-TBD (CH-53E)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MALSE, Kaneohe, HI	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
HMH-TBD (CH-53D)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	0	0	0	0	0	0	0	0
MAG-26/29/36/39	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)
HML/A-TBD (AH-1W/Z)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

NOTES/REMARKS: Definitions of the MALSP allowance categories are provided within the "General Note".

1. For engine, airframe and component level of repair refer to specific T/M/S WSPD NAVAIRNOTE 13100.
2. An IMA with 90 days of spare parts support (AVCAL) to arrive in theater aboard T-AVB ship.
3. Tailored "O" level and limited "I" level CSE/PSE prepositioned on MPF ships. The FISP will be airlifted to the theater of operations simultaneous with airlift of maintenance personnel and remainder of "O" level CSE/PSE. See the T/M/S listing for complete list of applicable CSE/PSE.
4. MAGs listed presently provide "I" level support for the type of aircraft shown directly below them.
5. For a more detailed planning data pertaining to each aircraft, refer to the applicable WSPD NAVAIRNOTE 13100.
6. II MEF only: KC-130J to be introduced into 2D MAW based on following schedule: a/c 1-3 3Q CY00; a/c 4-5 4Q CY00.
7. MPS MV-22 prepositioned SE for II MEF will coincide with first MEU deployment of II MEF squadron.

TOTAL MPS MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT
III MEF (FWD)

DATE PREPARED
21 Jul 00

TYPE OF AIRCRAFT	CY 2000		CY 2001		CY 2002		CY 2003		CY 2004		CY 2005		CY 2006		CY 2007	
	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP	MAR	SEP
F/A-18C	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
F/A-18D	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
KC-130F/R/J	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
CH-46E	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	0
MV-22B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
CH-53E	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
CH-53D	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
EA-6B	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
AH-1W/Z	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
UH-1N/Y	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
AV-8B	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
TOTAL:	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**	**132**

REMARKS:

WEAPONS SYSTEMS PLANNING DATA - MARINE AVIATION LOGISTICS SUPPORT PROGRAM (MALSP) ALLOWANCE CATEGORIES/ALLOWANCES

AIRCRAFT MODEL DESIGNATION: III MEF (FWD) AVIATION COMBAT ELEMENT (ACE) AIRCRAFT

DATE PREPARED: 21 Jul 00

ALLOWANCE CATEGORY	CY 2000				CY 2001				CY 2002				CY 2003				CY 2004		CY 2005		CY 2006	
	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	JUN	SEP	DEC	MAR	SEP	MAR	SEP	MAR	SEP
MAG-11/12/31	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA-TBD (F/A-18C)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
VMFA(AW)-TBD (F/A-18D)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-12/13/14	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
VMA-TBD (AV-8B)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MAG-12/14	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)
VMAQ-TBD (EA-6B)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
MAG 11/14/36	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
VMGR-TBD (KC-130F/R/J)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
MAG-16/26/29/36/39	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)	(12)
HMM/VMM-TBA (CH-46E)	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
HMM/VMM-TBA (MV-22B) (2007 - 12 A/C)																						
MAG-16/26/26/29/36/39	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)	(16)
HMH-TBD (CH-53E)	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
MALSE, Kaneohe, HI	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)
HMH-TBD (CH-53D)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
MAG-26/29/36/39	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)
HML/A-TBD (AH-1W/Z)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
(UH-1N/Y)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

NOTES/REMARKS: Definitions of the MALSP allowance categories are provided within the "General Notes".

1. For engine, airframe and component level of repair refer to specific T/M/S WSPD NAVAIRNOTE 13100.
2. An IMA with 90 days of spare parts support (AVCAL) to arrive in theater aboard T-AVB ship.
3. Tailored "O" level and limited "I" level CSE/PSE prepositioned on MPF ships. The FISP will be airlifted to the theater of operations simultaneous with airlift of maintenance personnel and remainder of "O" level CSE/PSE. See the T/M/S listing for complete list of applicable CSE/PSE.
4. MAGs listed presently provide "I" level support for the type of aircraft shown directly below them.
5. For a more detailed planning data pertaining to each aircraft, refer to the applicable WSPD NAVAIRNOTE 13100.
6. MPS MV-22 prepositioned SE for III MEF will coincide with first MEU deployment of III MEF squadron.

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